

SRP/416

SECONDARY ROAD PATROL AND TRAFFIC ACCIDENT PREVENTION PROGRAM



Annual Report
Fiscal Year 2014



**SECONDARY ROAD PATROL
AND TRAFFIC ACCIDENT PREVENTION PROGRAM**



Annual Report Fiscal Year 2014
(October 1, 2013-September 30, 2014)



ACKNOWLEDGMENTS

This report was compiled by the Michigan Office of Highway Safety Planning from documents submitted by each participating county.

FOR MORE INFORMATION

Michigan Office of Highway Safety Planning
P.O. Box 30634
Lansing, Michigan 48909
(517) 241-2500
Michigan.gov/ohsp-srp



Contents

Fiscal Year 2014 Quick Facts1

INTRODUCTION2

Excerpts from Public Act 416 of 19782

Services to Be Provided2

How Funds Can Be Spent2

Allocation of Funds Under the Act2

Maintenance of Effort (MOE)2

SRP Administrative Expenses FY20143

Secondary Road Patrol FY2014 Allocation.....4

PART ONE: COUNTY ANNUAL REPORT SUMMARIES

I. SHERIFF REPORTS5

Coordination of Law Enforcement Agencies.....5

Law Enforcement Training.....5

Communication Systems5

II. RECOMMENDATIONS5

Improving Law Enforcement Coordination.....5

Improving Law Enforcement Training.....5

Improving Law Enforcement Communications.....5

Improving Services Provided5

PART TWO: FY2014 PROGRAM SUMMARY

I. BACKGROUND INFORMATION.....6

Number of Counties.....6

Definitions of Variables Used in This Report6

II. PERSONNEL AND ACTIVITIES7

Services Provided7

Program Funding7

Personnel.....7

SRP Appropriations History.....7

Activity8

Secondary Road Patrol Deputy of the Year Program	8
SRP Revenue.....	8
Law Enforcement Training Opportunities	8
Historical Comparison of Number of SRP Deputies and CFRP Deputies.....	9
Monitoring	9
 III. TRAFFIC CRASHES	 10
 IV. SRP PROGRAM EXPENDITURES.....	 10
Total Expenditures	10
 V. SYNOPSIS OF ACTIVITIES	 11
Average Activity Levels per SRP Program Deputy for FY2014.....	11
Cumulative SRP Program Figures for Participating Counties in FY2014	11
Average Activity Levels per SRP Program Deputy for FY2014	11
Conclusion	11
 PUBLIC ACT 416 OF 1978	 12
 TABLES, CHARTS, AND GRAPHS	
History of SRP Program Funds Available and Expended.....	16
Number of SRP Deputies	18
Average Traffic Citations per Deputy—SRP and CFRP	19
Average Traffic Crash Investigations per SRP Deputy	19
Average OWI Arrests per SRP Deputy	20
Average Motorist Assists per SRP Deputy	20
Average Criminal Arrests per SRP Deputy	21
Average Criminal Reports per SRP Deputy	21
Average Law Enforcement Assists per SRP Deputy	22
2013-2014 Michigan Traffic Crash Facts	23
 2014 SECONDARY ROAD PATROL SUMMARY FROM SEMI-ANNUAL REPORTS.....	 25



Fiscal Year 2014 Quick Facts

- In FY2014, the Secondary Road Patrol (SRP) program funded 133.6 deputies compared with 134.9 in FY2013.
- SRP deputies generated 85,093 vehicle stops, resulting in 1,195 impaired drivers being removed from Michigan's roadways, 60,014 traffic citations, 5,769 criminal arrests, and 16,069 assists to other officers. SRP deputies also responded to 13,693 criminal complaints and aided 4,620 motorists in need of assistance.
- SRP deputies investigated 12,868 traffic crashes, including 9,166 on secondary roads, 3,407 on state trunk lines, and 295 in villages and cities.
- SRP deputies investigated 124 fatal traffic crashes on secondary roads, 56 fatal crashes on state trunk lines, and 20 fatal crashes in villages and cities.

Introduction

The Secondary Road Patrol (SRP) and Traffic Accident Prevention program was created by Public Act 416 of 1978. The state grant program, often referred to as the SRP or 416 program, provides Michigan county sheriffs' offices with funding to patrol county and local roads outside the limits of cities and villages. Deputies funded under the SRP program have the legislated responsibilities of traffic enforcement, traffic crash prevention and investigation, criminal law enforcement, and emergency assistance.

The program began on October 1, 1978, with 78 participating counties. On October 1, 1989, Executive Order 1989-4 transferred the SRP program from the Michigan Department of Management & Budget Office of Criminal Justice to the Michigan State Police (MSP) Office of Highway Safety Planning (OHSP).

Public Act 416 of 1978, as amended, requires two documents, generally combined into one report, to be submitted to the Michigan Legislature:

- An annual report containing data from the participating sheriffs' offices along with their recommendations on methods for improving coordination of municipal and state law enforcement agencies, improving law enforcement training programs, and improving law enforcement communications systems, as well as a description of the role alcohol played in the incidence of fatal and personal injury crashes in the state. The report is due each year on May 1.
- From the 1 percent allocated for administration, planning, and reporting, OHSP is required to conduct an impact and cost effectiveness study that will review state, county, and municipal road patrol and traffic accident prevention efforts. This study is required to be submitted by April 1 each year. However, due to statutory limitations for program administration, the lack of pre-program baseline data, and the complexity of variables that influence traffic crashes, deaths, and injuries, the study has never been able to be completed. The University of Michigan Transportation Research Institute (UMTRI) has estimated that such a study would cost in excess of \$80,000 annually.

EXCERPTS FROM PUBLIC ACT 416 OF 1978

(For complete law, see page 12.)

The sheriff's office is the primary agency responsible for providing certain services (see below) on the county primary roads and local roads outside the boundaries of cities and villages. The sheriff's office also provides these services on any portion of any other highway or road within the boundaries of a state or county park.

SERVICES TO BE PROVIDED

1. Patrolling and monitoring traffic violations.
2. Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's office while providing the patrolling and monitoring required by Public Act 416 of 1978.

3. Investigating accidents involving motor vehicles.

4. Providing emergency assistance to persons on or near a highway or road patrolled as required by Public Act 416 of 1978.

The sheriff's office can provide these services, with the exception of No. 2, within a city or village if the legislative body of the local unit of government passes a resolution requesting the services.

HOW FUNDS CAN BE SPENT

Counties are required to enter into a contractual arrangement with OHSP to receive funds. Funds can be spent as follows:

- Employing additional personnel.
- Purchasing additional equipment.
- Enforcing laws in state and county parks.
- Providing selective motor vehicle inspection programs.
- Providing traffic safety information and education programs in addition to those provided before the effective date of Public Act 416 of 1978.

ALLOCATION OF FUNDS UNDER THE ACT

"... a county's share of the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to Section 12 of Act No. 51 of the Public Acts of 1951, as amended, being Section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976, through June 30, 1977."

MAINTENANCE OF EFFORT (MOE)

SRP program funds are mandated to supplement secondary road patrol efforts by counties, not to supplant or replace county funding.

"An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce general services because of economic conditions and is not merely reducing law enforcement services." [Section 51.77(1)]

This provision is known as the MOE. Under the MOE, counties are ineligible for SRP program funding if they reduce the level of county-funded road patrol (CFRP) deputies, unless they can prove economic hardship and are forced to reduce general services commensurate with the reduction in road patrol. Counties are required to report the number of deputies they have at the beginning of each funding year; these figures are compared with those reported for October 1, 1978. If the county has fewer county-supported deputies, it must either replace the personnel or prove economic hardship in order to receive SRP program funds. If reductions become necessary during the

year, the county is required to report this to OHSP. Then, OHSP will determine if the reduction meets the requirements of Public Act 416 of 1978.

On October 2, 2013, the Michigan Legislature adopted House Concurrent Resolution No. 9, exempting all Michigan counties from the MOE requirement for FY2014 due to economic hardship.

SRP ADMINISTRATIVE EXPENSES FY2014				
Percent of Budget	FY2014 Appropriation-1% (Rounded)	FTE*	110,642.00	
			BUDGET	ACTUAL EXPENDITURE
	SALARIES			
	Office Administrator 17	1%	1,155.54	
	Accountant 14	5%	3,494.32	
	Accountant 12	49%	31,661.93	
	Secretary 9	44%	17,173.19	
	Graphics Art Designer 12	1%	620.42	
	Year-end overtime		1,200.00	
	Terminal Leave			
	Total Salaries Without Longevity	100%	55,305.40	50,362.25
	Longevity		191.44	287.68
50%	Total Salaries		55,496.84	50,649.93
	FRINGE BENEFITS			
	Annual Retirement (including OPEB)		33,589.74	30,990.58
	Insurance		13,252.77	11,052.27
	Fringes for Overtime		400.65	
43%	Total Fringes		47,243.16	42,042.85
93%	Total Salary & Fringes		102,740.00	92,692.78
	OPERATING/CONTRACTUAL/EQUIPMENT EXPENDITURES			
	Vehicle		1,700.00	0.00
	Travel		1,500.00	181.95
	Postage		400.00	440.93
	Conference & Training		600.00	264.04
	Office & Other Supplies		500.00	216.79
	Annual Report		0.00	0.00
	Deputy of the Year		400.00	0.00
	Misc.-Civil Service Assessments, Other Costs		1,402.00	0.00
	Contractual		800.00	371.07
	Equipment		600.00	204.72
7%	Total Operating Expenses		7,902.00	1,679.50
100%	TOTAL SRP BUDGET		110,642.00	94,372.28

*Full-Time Equivalent

SECONDARY ROAD PATROL FY2014 ALLOCATION

2014 State Allocation \$9,300,000

COUNTY	ALLOCATION PERCENTAGE	MOE REQUIREMENT	COUNTY ALLOCATION
ALCONA	0.393	4.0	36,549
ALGER	0.322	0.0	29,946
ALLEGAN	1.216	18.0	113,088
ALPENA	0.578	1.0	53,754
ANTRIM	0.465	7.0	43,245
ARENAC	0.396	3.0	36,828
BARAGA	0.310	0.0	28,830
BARRY	0.692	11.0	64,356
BAY	1.499	23.0	139,407
BENZIE	0.353	4.0	32,829
BERRIEN	2.075	24.0	192,975
BRANCH	0.747	13.0	69,471
CALHOUN	1.762	17.0	163,866
CASS	0.766	14.0	71,238
CHARLEVOIX	0.442	7.0	41,106
CHEBOYGAN	0.563	2.0	52,359
CHIPPEWA	0.706	6.0	65,658
CLARE	0.531	4.0	49,383
CLINTON	0.857	9.0	79,701
CRAWFORD	0.369	3.0	34,317
DELTA	0.696	5.0	64,728
DICKINSON	0.491	3.0	45,663
EATON	1.090	17.0	101,370
EMMET	0.514	10.0	47,802
GENESEE	4.380	21.0	407,340
GLADWIN	0.467	5.0	43,431
GOGEBIC	0.415	6.0	38,595
GRAND TRAVERSE	0.836	19.0	77,748
GRATIOT	0.782	7.0	72,726
HILLSDALE	0.758	9.0	70,494
HOUGHTON	0.570	4.0	53,010
HURON	0.838	13.0	77,934
INGHAM	2.310	12.0	214,830
IONIA	0.749	9.0	69,657
IOSCO	0.626	10.5	58,218
IRON	0.389	1.0	36,177
ISABELLA	0.782	7.0	72,726
JACKSON	1.926	24.0	179,118
KALAMAZOO	2.010	27.0	186,930
KALKASKA	0.435	4.0	40,455
KENT	4.123	77.0	383,439
KEWEENAW	0.188	2.0	17,484

COUNTY	ALLOCATION PERCENTAGE	MOE REQUIREMENT	COUNTY ALLOCATION
LAKE	0.422	4.0	39,246
LAPEER	0.925	7.0	86,025
LEELANAU	0.389	7.0	36,177
LENAWEE	1.221	24.0	113,553
LIVINGSTON	1.032	15.0	95,976
LUCE	0.279	0.0	25,947
MACKINAC	0.366	5.0	34,038
MACOMB	5.173	68.0	481,089
MANISTEE	0.569	5.0	52,917
MARQUETTE	0.906	11.0	84,258
MASON	0.555	10.0	51,615
MECOSTA	0.597	2.5	55,521
MENOMINEE	0.650	2.0	60,450
MIDLAND	0.833	19.0	77,469
MISSAUKEE	0.415	1.0	38,595
MONROE	1.733	36.0	161,169
MONTCALM	0.836	13.0	77,748
MONTMORENCY	0.352	6.0	32,736
MUSKEGON	1.590	23.0	147,870
NEWAYGO	0.774	12.0	71,982
OAKLAND	8.459	48.0	786,687
OCEANA	0.562	8.0	52,266
OGEMAW	0.461	4.0	42,873
ONTONAGON	0.356	6.0	33,108
OSCEOLA	0.486	0.0	45,198
OSCODA	0.360	4.0	33,480
OTSEGO	0.448	9.0	41,664
OTTAWA	1.907	23.0	177,351
PRESQUE ISLE	0.427	5.0	39,711
ROSCOMMON	0.455	11.0	42,315
SAGINAW	2.472	25.0	229,896
ST. CLAIR	1.629	18.0	151,497
ST. JOSEPH	0.801	10.0	74,493
SANILAC	0.899	10.0	83,607
SCHOOLCRAFT	0.301	0.0	27,993
SHIAWASSEE	0.917	15.0	85,281
TUSCOLA	0.967	11.0	89,931
VANBUREN	0.901	0.0	83,793
WASHTENAW	2.196	34.0	204,228
WAYNE	14.407	60.0	1,339,851
WEXFORD	0.555	9.0	51,615
TOTALS	100.000		\$9,300,000

County Annual Report Summaries

I. SHERIFF REPORTS

SRP program data is derived from reports submitted by participating sheriffs' offices as part of their reporting requirements. This data is collected on a state fiscal-year basis, October 1 through September 30, of each year.

COORDINATION OF LAW ENFORCEMENT AGENCIES

Law enforcement coordination methods range from formal written agreements identifying primary responsibility for specific functions and areas of service to informal verbal agreements. The informal agreements usually establish operational procedures for requesting back-up support. Many sheriffs' offices have mutual aid agreements identifying the interagency resources available in the event of a major policing problem within the county. Resources may be in the form of either additional personnel or technical expertise not normally provided by smaller agencies.

The law requires each sheriff, director of the MSP, and director of OHSP to meet and develop a Law Enforcement Plan for the unincorporated areas of each participating county. The Law Enforcement Plans are updated at least every four years, after an election year, and more often if changes occur. The plans were last updated in 2013.

In 2014, 77 sheriffs indicated involvement in county and area law enforcement associations or councils for purposes of coordinating criminal justice intelligence data, traffic problems of mutual concern, and investigative deployment in conjunction with undercover operations. Eighty-one sheriffs reported they provide or participate in a centralized communications system, which is another form of coordination between law enforcement agencies and other public safety and emergency service providers.

The Michigan Sheriffs' Association (MSA) represents the interests of all sheriffs' offices and coordinates issues of statewide concern based on input from its members.

LAW ENFORCEMENT TRAINING

The most important types of training attended by deputies during 2014 were:

- Firearms/weapons.
- Legal update.
- Self-defense/restraint.
- Pursuit driving.

Training programs are provided through in-service programs within departments and by regional law enforcement training academies and consortiums. In 2014, 104,335 hours of instruction were provided to 2,934 deputies. Seventy-nine sheriffs' offices provided in-service training sessions to certified road patrol officers.

COMMUNICATION SYSTEMS

Most sheriffs indicate basic levels of communication are available for emergency response. All county agencies have access to the Law Enforcement Information Network, generally known as LEIN.

II. RECOMMENDATIONS

IMPROVING LAW ENFORCEMENT COORDINATION

Cooperation between state, county, and municipal agencies is reducing duplication and ensuring the maximum use of available resources. Some of the recommendations provided by participating sheriffs include:

- Hold monthly meetings with all law enforcement agencies in the county.
- Coordinate work schedules with other agencies to ensure adequate coverage.
- Establish a common working radio frequency for law enforcement agencies.

IMPROVING LAW ENFORCEMENT TRAINING

Participating sheriffs identified additional training is needed in the areas of:

- Beyond the stop/interdiction.
- Report writing.
- Commercial motor vehicles.
- Fraudulent identification.

IMPROVING LAW ENFORCEMENT COMMUNICATION

Most participating sheriffs indicated a need for continued development of communication systems. Deputies in 19 counties reported being unable to communicate with their radio dispatcher from their patrol vehicle, with 0.25-95 percent of the county area not reliably covered. Deputies in 36 counties reported being unable to communicate when using portable radios, with 1-97 percent of the county area not reliably covered. This results in a potentially hazardous environment for both law enforcement and the public. In some cases, the communication equipment purchased for the existing dispatch facilities and field units is outdated, in need of continual repair, or completely inoperable.

Participating sheriffs requested the following improvements:

- Additional system-wide equipment, such as 800 MHz, high-band radio systems.
- Additional portable equipment, such as hand-held radios.
- Additional mobile equipment, such as mobile data terminals.
- Tower upgrades to aid in portable communication.

IMPROVING SERVICES PROVIDED

Numerous agencies advise the following enhancements would improve services provided under Public Act 416 of 1978:

- Additional/increased funding.
- Specialized training and seminars for SRP deputies.
- Media releases/ads promoting the SRP program and services provided.
- More SRP deputies and personnel.

PART TWO:

FY2014 Program Summary

I. BACKGROUND INFORMATION

NUMBER OF COUNTIES

This report includes MOE and crash data from all 83 Michigan counties. The activity data for FY2014 includes all 83 of Michigan's counties.

DEFINITIONS OF VARIABLES USED IN THIS REPORT

- Accident Investigation—Response to reported accidents, initial investigation, and evidence collection.
- Accident (or crash)—A motor vehicle crash reported to the MSP by state, county, or municipal law enforcement. (With few exceptions, OHSP prefers the term *crash* because it does not infer or assign responsibility for the act. The exception is incidents determined to be acts of intent. For example, if a fugitive intentionally crashes his or her car into a patrol car in an effort to elude police, the crash is deemed intentional and is not reported to the state as a traffic crash.)
- Alcohol-Related Crashes—Traffic crashes where one or more of the drivers involved had been drinking.
- Arrests—Criminal arrests, either felony or misdemeanor, including appearance tickets.
- Citations—All violations of either state law or local ordinance, both moving and non-moving violations.
- Crime—Felony and misdemeanor crimes reported to the MSP Uniform Crime Reporting System by state, county, and municipal agencies as substantiated crimes.
- Criminal Complaint Responses—The response to any situation where a citizen reports a crime (felony or misdemeanor) was committed or is in progress.
- Law Enforcement Assistance—Assisting a law enforcement officer of a different department (federal, state, or municipal) or of the same department. (This includes Michigan Department of Natural Resources officers, Liquor Control Commission personnel, etc.)
- Motorist Assist—Assisting citizens who need help. (This is primarily where an automobile becomes inoperative and the citizen is stranded.)



II. PERSONNEL AND ACTIVITIES

Activity data is derived from semi-annual and annual program reports submitted to OHSP by participating sheriffs' offices. For 2014, the activity was compiled according to the state fiscal year, October 1, 2013, to September 30, 2014.

SERVICES PROVIDED

The main focus of the SRP program is traffic enforcement and crash investigation on secondary roads. In addition, SRP program deputies provide assistance to persons on secondary roads, enforce violations of criminal laws that are observed during patrol, provide vehicle inspection programs, and provide traffic safety education programs.

PROGRAM FUNDING

In FY1992, the SRP program began a transition from 100 percent General Fund support to partial General Fund monies along with surcharges on traffic citations (Restricted Funds). Public Act 163 of 1991 mandated \$5 be assessed on most moving violations to be deposited into a Secondary Road Patrol and Training Fund. The funding is used for Secondary Road Patrol and Traffic Accident Prevention grants and training through the Michigan Commission on Law Enforcement Standards. In FY2002, this surcharge was increased to \$10 while the General Fund portion was decreased. The General Fund appropriation was eliminated in 2003. However, the legislature made modest supplemental appropriations within 2012 and 2014.

OHSP distributes all available funds under Public Act 416 of 1978, while maintaining the fiscal integrity of the SRP program. Each July or August, OHSP estimates the funding amount for the next fiscal year, applies a distribution formula, and notifies each county of its projected allocation. The estimate is based on current and past revenue collections and projected changes in the economy or other factors and includes any projected carry-forward funds from the current fiscal year. One percent of the appropriation is allocated to OHSP for administration of the SRP program.

A mid-year adjustment of the allocation to the counties in the current fiscal year may be made if the revenue collection or the carry-forward funds significantly exceed or fall short of projections. Unused funds carry over into the next fiscal year.

If a county does not qualify under Public Act 416 of 1978 and does not receive SRP program funding, the allocated funds will remain available through the fiscal year in case the county comes into compliance. Unused monies from all counties are added to the next fiscal year's total budget. Unused monies do not accumulate for a county beyond a fiscal year.

In FY2014, an allocation of \$9.3 million was made available to all Michigan counties.

PERSONNEL

The largest expenditure of SRP program funds is for personnel,

SRP APPROPRIATIONS HISTORY

FISCAL YEAR	GENERAL FUND APPROPRIATION	RESTRICTED FUND APPROPRIATION	TOTAL APPROPRIATION
1979	\$8,700,000		\$8,700,000
1980	\$8,700,000		\$8,700,000
1981	\$6,400,000		\$6,400,000
1982	\$6,500,000		\$6,500,000
1983	\$6,500,000		\$6,500,000
1984	\$6,500,000		\$6,500,000
1985	\$6,700,000		\$6,700,000
1986	\$7,100,000		\$7,100,000
1987	\$7,300,000		\$7,300,000
1988	\$7,480,000		\$7,480,000
1989	\$7,423,900		\$7,423,900
1990	\$7,239,500		\$7,239,500
1991	\$7,239,500		\$7,239,500
1992	\$3,041,500	\$3,744,500	\$6,786,000
1993	\$1,544,000	\$5,244,500	\$6,788,500
1994	\$1,544,600	\$5,244,500	\$6,789,100
1995	\$2,546,400	\$4,644,500	\$7,190,900
1996	\$3,048,200	\$5,944,100	\$8,992,300
1997	\$3,048,200	\$6,335,200	\$9,383,400
1998	\$3,137,800	\$5,701,300	\$8,839,100
1999	\$4,532,600	\$6,069,000	\$10,601,600
2000	\$5,785,400	\$6,152,300	\$11,937,700
2001	\$6,327,100	\$6,152,300	\$12,479,400
2002	\$1,603,800	\$10,902,300	\$12,506,100
2003		\$12,506,600	\$12,506,600
2004		\$14,006,600	\$14,006,600
2005		\$14,012,100	\$14,012,100
2006		\$14,020,100	\$14,020,100
2007		\$14,019,500	\$14,019,500
2008		\$14,029,900	\$14,029,900
2009		\$14,030,100	\$14,030,100
2010		\$14,034,500	\$14,034,500
2011		\$14,037,000	\$14,037,000
2012	\$600,000	\$14,041,600	\$14,641,600
2013		\$14,060,200	\$14,060,200
2014	\$150,000	\$11,064,200	\$11,214,200

Beginning in December 2002, the \$5 surcharge on moving violations, which funds the restricted portion of the appropriation, was doubled to \$10. The General Fund appropriation was decreased for 2002 and was eliminated in 2003. Supplemental appropriations were approved in 2012 and 2014.

including salaries and fringe benefits.

Number of Road Patrol Deputies in FY2014.....	2,282.6
SRP Funded.....	133.6
County Funded.....	2,149.0

The table on page 9 shows the number of SRP program deputies employed each fiscal year compared with CFRP deputies.

Beginning in 2006, CFRP includes deputies funded with county funds, local government contracts, grants, or any other non-SRP program funding sources.

ACTIVITY

SRP program deputies may patrol, monitor for traffic law violations, and investigate accidents on county primary roads and county local roads. A deputy observing a criminal law violation while patrolling may make an arrest. Deputies may also take a criminal complaint in their patrol area if it is observed or brought to the deputy's attention while patrolling secondary roads. In addition, deputies aid motorists, serve as community traffic safety instructors, and patrol in county parks.

The activity data in the charts starting on page 25 is based on program reports submitted by each participating sheriff's office for FY2014. The average level of traffic enforcement activity, a primary focus for the SRP program, continued to surpass that of the CFRP deputies.

SECONDARY ROAD PATROL DEPUTY OF THE YEAR PROGRAM

The SRP Deputy of the Year Award was created to honor deputies or sergeants who show initiative, display a positive image of the sheriff's office both on and off duty, and show outstanding work performance in the four service areas of the SRP program: patrolling and monitoring traffic violations, enforcing the law, investigating motor vehicle crashes, and providing emergency assistance. The awards program is sponsored by OHSP in partnership with the MSA.

Kent County Sheriff's Deputy Timothy VanHouten was honored with the SRP Deputy of the Year Award at the MSA 2014 Fall Training Conference.

Deputy VanHouten has worked in the Kent County Sheriff's Office for 20 years, eight of which have been with the SRP program. As a former commercial truck driver, he brings a unique perspective to traffic enforcement, and his background serves as an excellent resource for other officers in complex



Deputy Timothy VanHouten

commercial motor vehicle laws and regulations. A highly regarded crash reconstructionist, Deputy VanHouten acted as the lead investigator for ten fatal crashes and ten serious injury crashes in the last year.

VanHouten's dedication extends to crash prevention by taking the initiative to conduct highly visible traffic enforcement in high crash areas and around schools. He often follows up on

complaints about habitually careless drivers and is credited with over 400 traffic stops and issuing over 450 citations in the course of one year.

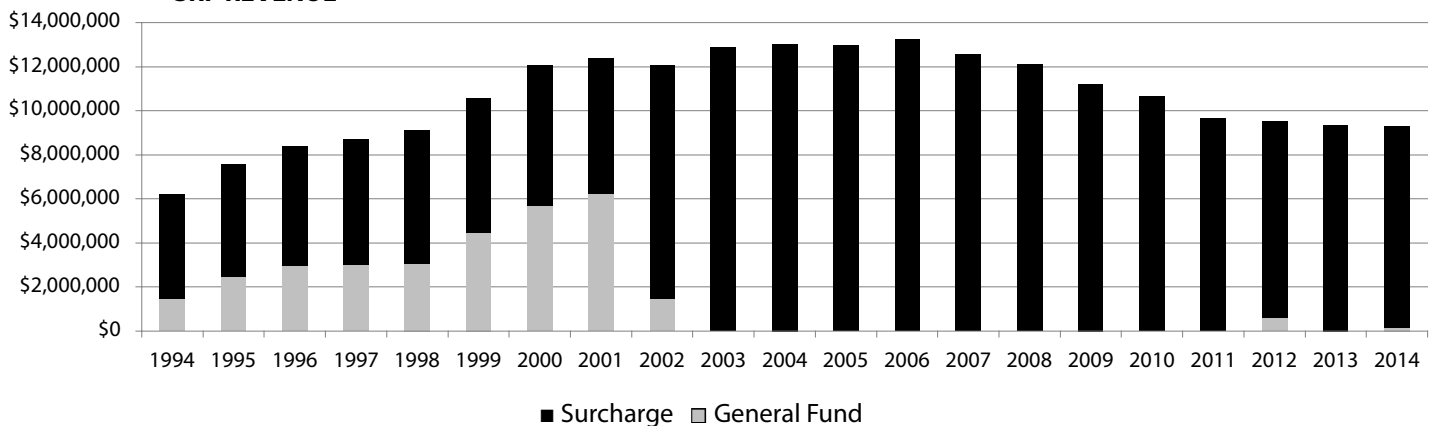
Deputy VanHouten routinely shares his knowledge and expertise during new officer orientation programs, in-service trainings, and with the Kent County Sheriff's Office Citizen's Police Academy.

LAW ENFORCEMENT TRAINING OPPORTUNITIES

OHSP offered federally funded training in the following areas:

- The foundation of all impaired driver detection training is SFST. The SFST program trains law enforcement officers to identify and assess drivers suspected of being impaired by alcohol. Thirty-three SFST practitioner courses were held with 573 participants. Thirty-seven refresher courses were held with 311 participants. Three SFST instructor refresher courses were conducted for 130 SFST instructors.
- The second tier of impaired driver detection training, the Advanced Roadside Impaired Driving Enforcement (ARIDE) program, provides officers with introductory knowledge about drugs and their potential effect on drivers. Twelve ARIDE courses were held with 376 students being trained to identify drivers under the influence of drugs and/or drugs and alcohol.
- The final tier of the impaired driver detection curriculum is the Drug Recognition Expert (DRE) training program. Over a three-week period, the program provides academically challenging training designed to enhance an officer's ability to identify, evaluate, and document suspected drug impairment. Michigan conducted its fourth DRE school in 2014 with 22 officers and four prosecutors.

SRP REVENUE



HISTORICAL COMPARISON OF NUMBER OF SRP DEPUTIES AND CFRP DEPUTIES

FISCAL YEAR	PROGRAM YEAR	SRP DEPUTIES	CFRP DEPUTIES
1979	1st	287.0	1,123.0
1980	2nd	291.3	N/A
1981	3rd	215.4	N/A
1982	4th	194.2	1,296.0
1983	5th	188.7	1,301.1
1984	6th	176.7	1,310.2
1985	7th	174.7	1,294.0
1986	8th	171.1	1,281.3
1987	9th	170.1	1,301.9
1988	10th	167.0	1,316.5
1989	11th	173.7	1,304.5
1990	12th	173.4	1,286.4
1991	13th	159.5	1,302.5
1992	14th	155.5	1,363.2
1993	15th	150.5	1,695.0
1994	16th	150.0	1,686.0
1995	17th	150.1	1,769.9
1996	18th	162.5	1,836.1
1997	19th	164.7	1,908.2
1998	20th	167.6	2,036.3
1999	21st	175.0	2,102.4
2000	22nd	191.0	2,249.3
2001	23rd	192.0	2,325.7
2002	24th	192.7	2,367.5
2003	25th	183.0	2,331.1
2004	26th	181.8	2,358.8
2005	27th	178.4	2,433.7
2006	28th	175.5	2,433.5
2007	29th	174.9	2,070.0
2008	30th	170.5	2,227.3
2009	31st	167.2	2,134.0
2010	32nd	160.4	2,057.9
2011	33rd	155.0	1,970.5
2012	34th	144.8	2,112.9
2013	35th	134.9	2,136.9
2014	36th	133.6	2,149.0

Beginning in 2006, county funding included officers funded with county funds, local government contracts, grants, or any other non-SRP funding source.

- Child passenger safety (CPS) technician training provides a certification on the proper selection, installation, and use of car seats. Twenty-three sheriff's office employees attended CPS training. More than 188 car seats were provided to sheriff's offices by OHSP for distribution to families in the counties they serve.
- OHSP provided statistical data training to help law enforcement better identify traffic problems within their jurisdictions and write specific, measurable, action-oriented, reasonable, and timely goals to better evaluate their performance measures. The training also included demonstrations on how to use the Michigan Traffic Crash Facts website Data Query Tool to obtain baseline trend data for problem identification.

MONITORING

OHSP's administrative responsibilities include monitoring the compliance of sheriffs' offices participating in the SRP program. Counties are selected each year for a monitoring review based on length of time since the previous monitoring review was conducted and the results of the previous monitoring review. In addition, a few counties are randomly chosen. The monitoring reviews are performed with the idea of working with the county to improve the SRP program, not to be punitive.

Compliance monitoring may take place through either random sampling or through a monitoring review. These may be performed during an on-site visit to the sheriff's office or through an in-office desk review. An on-site visit to the county consists of an OHSP representative meeting with the county personnel who oversee the SRP program and financial functions. In many cases, the OHSP representative also has an opportunity to meet with the sheriff.

During monitoring, up to three primary areas may be examined—maintenance of effort, financial activities, and program compliance. To accomplish this, the OHSP representative may review the previous year's officer daily logs for all SRP deputies, reconcile expenditures reported during the program year, review the county's accounting procedures, and review the duty roster or schedule for MOE compliance.

As a result of monitoring, some counties may be asked to make certain changes in the way they conduct or administer their SRP program. These requests involve program and financial changes, which OHSP later verifies to ensure the adjustments were made by the county.

The results of monitoring show the intent of most participating sheriffs' offices is to operate an SRP program to fully satisfy the requirements of Public Act 416 of 1978. The majority of participating sheriffs' offices satisfy the SRP program requirements and SRP deputies are performing traffic-related duties on secondary roads the majority of the time.

In FY2014, OHSP conducted on-site monitoring reviews in two counties. Eighty-three counties were monitored on their financial activities through in-office desk reviews.

III. TRAFFIC CRASHES

At the time of this report, complete crash data was available through December 31, 2014.

- **County profiles**—The number of reported crashes varies greatly by county in Michigan due to the state's geography and demographics. Southeastern Michigan is densely populated, while the rest of the state is predominately rural, particularly in the Upper Peninsula.
- **General crash trends**—The 2014 traffic fatality count was 876, down 8 percent from the 2013 figure of 951. There were 71,378 persons injured in 298,699 motor vehicle traffic crashes in Michigan during 2014. When compared with 2013, the number of persons injured increased 1/2 percent and total crashes increased 3 percent.
- **Alcohol/drug-related crashes**—Of all fatal crashes, 36.1 percent involved at least one impaired operator, bicyclist, or pedestrian.

IV. SRP PROGRAM EXPENDITURES

Counties develop budgets for the SRP program during August and September and provide OHSP a best estimate of how SRP program funds will be utilized. Each county may develop a budget according to its own needs. Some counties include only salaries and wages, while others allocate funding for all SRP program expenses. In addition, some counties supplement

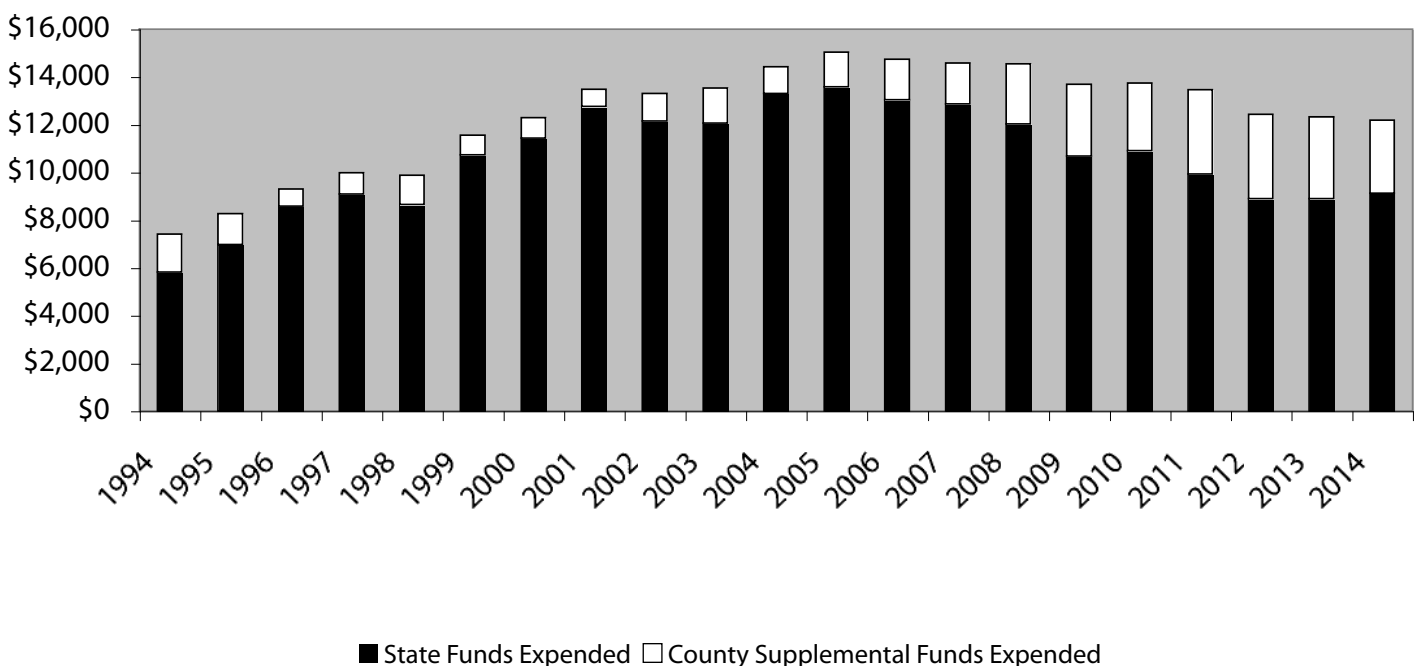
the SRP program, while others choose to utilize only the available state funds.

In FY2014, the total reported program expenditures, including SRP state program funds and reported contributions of county funds, was \$12,190,932.60. This supported the full-time equivalent of 133.6 SRP program deputies and related expenses, including personnel costs, equipment, vehicle maintenance, uniform allowance, and travel, equating to a total cost per SRP deputy of \$91,249.50.

The breakdown between budget categories can fluctuate greatly from year to year and should not be used for multi-year comparisons. For example, a county may use a large percentage of its allocation for SRP program personnel costs one year, while choosing to purchase more equipment, such as a new vehicle, speed-measuring devices, or breath-testing equipment, the next year.

The amount of county supplemental funds, which is included in the total reported program expenditures, can also fluctuate widely from year to year. Some counties choose to report only personnel and a few related expenses, while absorbing the rest of the cost of the SRP program in the overall county budget without reporting it to OHSP. As a result, the county supplement should only be used as a general indicator of the degree of additional financial support that is provided by the counties for the SRP program and should not be used for year-to-year comparisons.

TOTAL EXPENDITURES
(in thousands)



V. SYNOPSIS OF ACTIVITIES

AVERAGE ACTIVITY LEVELS PER SRP PROGRAM DEPUTY IN FY2014

Based on 133.6 SRP Program Deputies

Operating While Intoxicated (OWI) arrests	8.9
Motorist assists	34.6
Criminal arrests	43.2
Traffic crash investigations	96.3
Criminal complaints	102.5
Enforcement assists	120.3
Traffic citations	449.2

Rounded to the nearest tenth

CUMULATIVE SRP PROGRAM FIGURES FOR PARTICIPATING COUNTIES IN FY2014

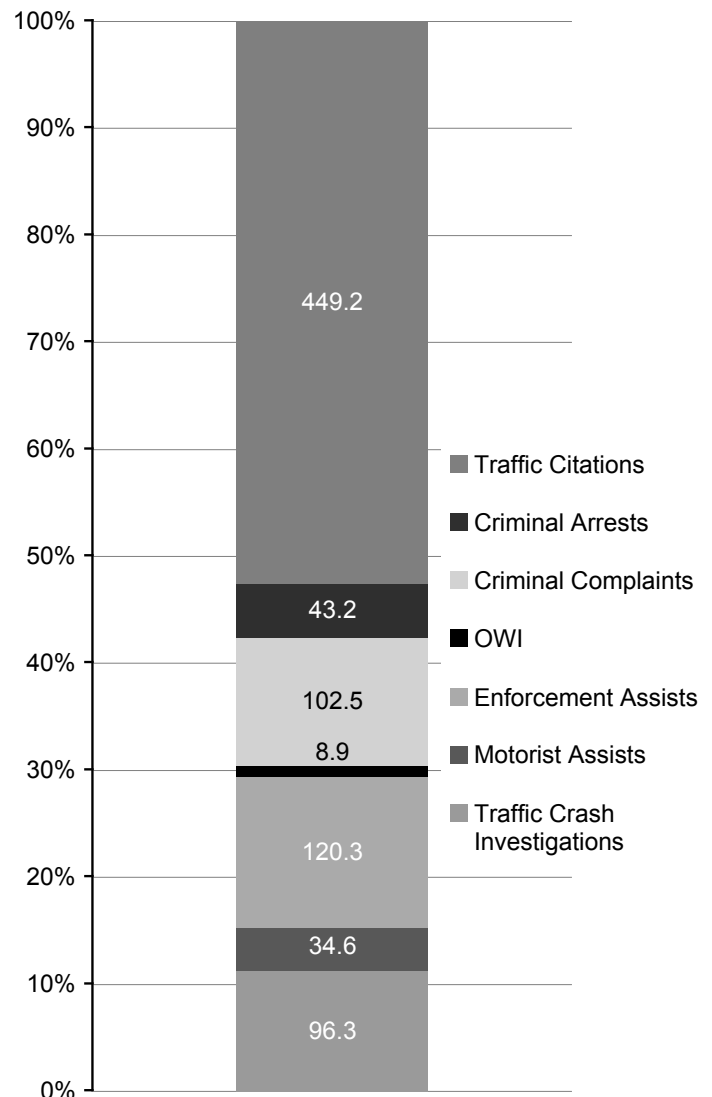
Miles of patrol	2,792,536
Traffic stops	85,093
Verbal warnings	38,802
Traffic citations	60,014
Traffic crash investigations	12,868
OWI arrests involving alcohol	999
OWI arrests involving drugs	196
Criminal reports	13,693
Criminal arrests	5,769
Motorist assists	4,620
Law enforcement assists to their own agency	9,224
Law enforcement assists to other agencies	6,845
Calls for assistance in county parks	180
Citations in county parks	2,008
Non-traffic arrests in county parks	179
Community safety training sessions	489
Citizens instructed	18,388

CONCLUSION

Section 51.77(9) of P.A. 416 requires the OHSP to conduct an "annual impact and cost effectiveness study of State, county, and municipal road patrol and accident prevention efforts" from the 1 percent annually appropriated to the SRP Program for administrative, planning, and reporting purposes. This amount is insufficient to administer the SRP Program for the counties, appropriately monitor use of the funding, and also conduct an impact and cost effectiveness study on an annual basis. Therefore, this annual report only documents activity performed by deputies funded under the SRP Program for the

past year and provides data from previous years for comparison purposes. High visibility enforcement efforts, like the SRP Program, are a recognized best practice for having a positive impact on driver behavior and enhancing efforts to reduce traffic crashes, fatalities, and injuries.

AVERAGE ACTIVITIES PER SRP DEPUTY



Rounded to the nearest tenth.

Public Act 416 of 1978

Executive Order 1989-4 (October 1, 1989) transferred administration of the SRP program from the Department of Management and Budget Office of Criminal Justice to the Department of State Police Office of Highway Safety Planning. References to "Office of Criminal Justice" may, therefore, be replaced with "Office of Highway Safety Planning."

SEC. 51.76

- (1) As used in this section, "county primary roads," "county local roads," and "state trunk line highways" mean the same as those terms are defined in Act No. 51 of the Public Acts of 1951, as amended, being sections 247.651 to 247.673 of the Michigan Compiled Laws. However, state trunk line highways does not include freeways as defined in section 18a of Act No. 300 of the Public Acts of 1949, being section 257.18a of the Michigan Compiled Laws.
- (2) Each sheriff's department shall provide the following services within the county in which it is established and shall be the law enforcement agency primarily responsible for providing the following services on county primary roads and county local roads within that county, except for those portions of the county primary roads and county local roads within the boundaries of a city or village; and on those portions of any other highway or road within the boundaries of a county park within that county:
 - (a) Patrolling and monitoring traffic violations.
 - (b) Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's department while providing the patrolling and monitoring required by this subsection.
 - (c) Investigating accidents involving motor vehicles.
 - (d) Providing emergency assistance to persons on or near a highway or road patrolled and monitored as required by this subsection.
- (3) Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide the services described in subsection (2)(a), (c), and (d) on those portions of county primary roads and county local roads and state trunk line highways within the boundaries of the city or village, which are designated by the city or village in the resolution. Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide a vehicle inspection program on those portions of the county primary roads and county local roads within the boundaries of the city or village, which are designated by the legislative body of the city or village in the resolution. A resolution adopted by a city or village under this subsection shall not take effect unless the resolution is approved by the county board of commissioners of the county in which the city or village is located. A resolution of the city or

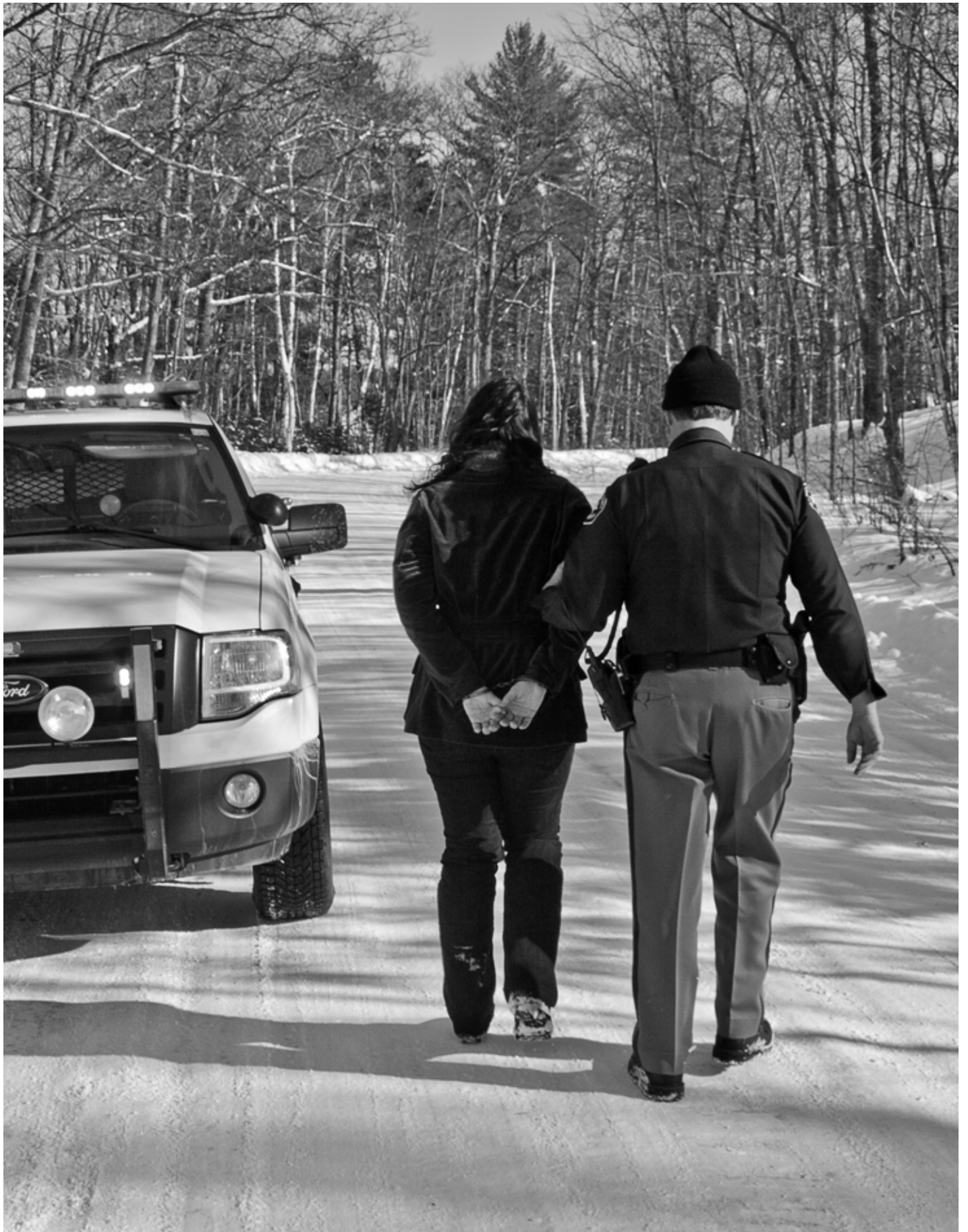
village which is neither approved nor disapproved by the county board of commissioners within 30 days after the resolution is received by the county board of commissioners shall be considered approved by the county board of commissioners. A resolution adopted by a city or village to request services under this subsection shall be void if the city or village reduces the number of sworn law enforcement officers employed by the city or village below the highest number of sworn law enforcement officers employed by the city or village at any time within the 36 months immediately preceding the adoption of the resolution. A concurrent resolution adopted by a majority vote of the Senate and the House of Representatives which states that the city or village is required to reduce general services because of economic conditions and is not reducing law enforcement services shall be presumptive that the city or village has not violated the strictures of this subsection.

- (4) This section shall not be construed to decrease the statutory or common law powers and duties of the law enforcement agencies of this state or of a county, city, village, or township of this state.

SEC. 51.77

- (1) Before a county may obtain its grant from the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention to implement section 76, the county shall enter into an agreement for the secondary road patrol and traffic accident prevention services with the Office of Criminal Justice. A county applying for a grant for Secondary Road Patrol and Traffic Accident Prevention shall provide information relative to the services to be provided under section 76 by the sheriff's department of the county which information shall be submitted on forms provided by the Office of Criminal Justice. By April 1 of each year following a year for which the county received an allocation, a county which receives a grant for Secondary Road Patrol and Traffic Accident Prevention shall submit a report to the Office of Criminal Justice on a form provided by the Office of Criminal Justice. The report shall contain the information described in subsection (6). An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce general services because of economic conditions and is not merely reducing law enforcement services.
- (2) A grant received by a county for Secondary Road Patrol and Traffic Accident Prevention shall be expended only for the purposes described in section 76 pursuant to the recommendations of the sheriff of that county, and which are approved by the county board of commissioners. The recommendations shall be relative to the following matters:

- (a) Employing additional personnel to provide the services described in section 76(2) and (3).
 - (b) Purchasing additional equipment for providing the services described in section 76(2) and (3) and operating and maintaining that equipment.
 - (c) Enforcing laws in state parks and county parks within the county.
 - (d) Providing selective motor vehicle inspection programs.
 - (e) Providing traffic safety information and education programs in addition to those programs provided before September 28, 1978.
- (3) The sheriff's department of a county is required to provide the expanded services described in section 76 only to the extent that state funds are provided.
- (4) For the fiscal years beginning October 1, 1980, and October 1, 1981, a county's share of the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to section 12 of Act No. 51 of the Public Acts of 1951, as amended, being section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976, through June 30, 1977. County primary roads and county local roads within the boundaries of a city or village shall not be used in determining the percentage under this section unless the sheriff's department of the county is providing the services described in section 76(2) and (3) within the city or village pursuant to an agreement between the county and the city or village adopted after October 1, 1978. The agreement shall not be reimbursable under the formula described in this subsection unless the city or village is required to reduce general services because of economic conditions and is not merely reducing law enforcement services.
- (5) From the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention, the Office of Criminal Justice may be allocated up to one percent for administrative, planning, and reporting purposes.
- (6) The annual report required under subsection (1) shall include the following:
- (a) A description of the services provided by the sheriff's department of the county under section 76, other than the services provided in a county park.
 - (b) A description of the services provided by the sheriff's department of the county under section 76 in county parks in the county.
 - (c) A copy of each resolution by a city or village of the county which requests the sheriff's department of the county to provide the services described in section 76.
 - (d) A copy of each contract between a county and a township of the county in which township the sheriff's department is providing a law enforcement service.
 - (e) The recommendations of the sheriff's department of the county on methods of improving the services provided under section 76; improving the training programs of law enforcement officers; and improving the communications system of the sheriff's department.
 - (f) The total number of sworn officers in the sheriff's department.
 - (g) The number of sworn officers in the sheriff's department assigned to road safety programs.
 - (h) The accident and fatality data for incorporated and unincorporated areas of the county during the preceding calendar year.
 - (i) The crime statistics for the incorporated and unincorporated areas of the county during the preceding calendar year.
 - (j) The law enforcement plan developed under subsection (7).
 - (k) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in the county.
 - (l) Other information required by the Department of Management and Budget.
- (7) The sheriff of each county, the director of the Department of State Police, and the director of the Office of Criminal Justice or their authorized representatives shall meet and develop a law enforcement plan for the unincorporated areas of the county. The law enforcement plan shall be reviewed and updated periodically.
- (8) Before May 1 of each year, the Office of Criminal Justice shall submit a report to the Legislature. The report shall contain the following:
- (a) A copy of each initial report filed before April 1 of that year and a copy of each annual report filed before April 1 of that year under subsection (6).
 - (b) The recommendations of the Office of Criminal Justice on methods of improving the coordination of the law enforcement agencies of this state and the counties, cities, villages, and townships of this state; improving the training programs for law enforcement officers; and improving the communications systems of those agencies.
 - (c) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in this state.
- (9) From the one percent allocated to the Office of Criminal Justice for administration, planning, and reporting, the Office of Criminal Justice shall conduct an impact and cost effectiveness study which will review state, county, and local road patrol and traffic accident prevention efforts. This study shall be conducted in cooperation with the Michigan Sheriffs' Association, the Michigan Association of Chiefs of Police, and the Department of State Police. Annual reports on results of the study shall be submitted to the Senate and House appropriations committees by April 1 of each year.



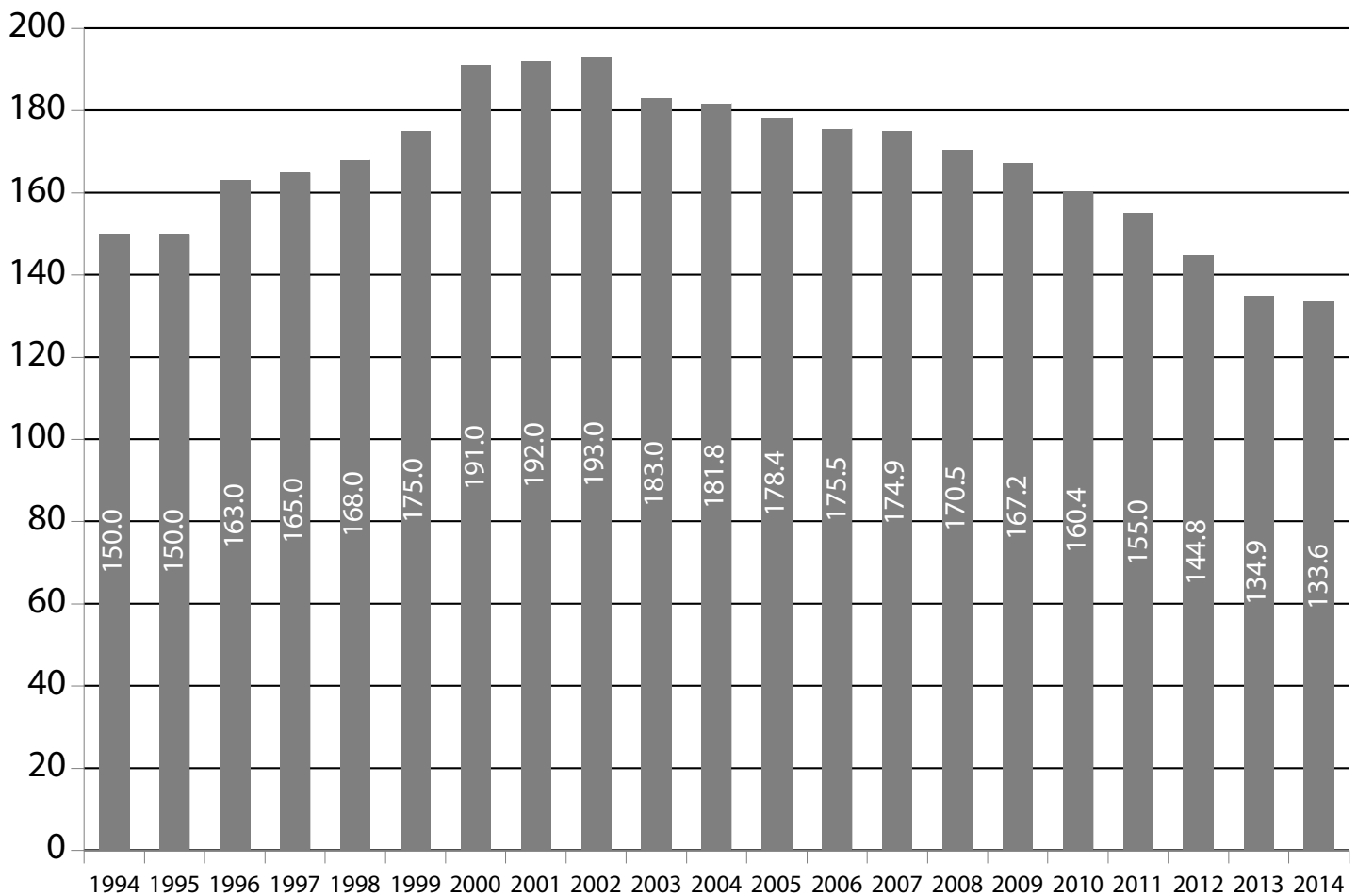
Tables, Charts, and Graphs

HISTORY OF SRP PROGRAM FUNDS AVAILABLE AND EXPENDED

FISCAL YEAR	STATE FUNDS AVAILABLE TO COUNTIES	STATE FUNDS EXPENDED BY COUNTIES	COUNTY CONTRIBUTIONS EXPENDED
1979	\$8,700,000	\$7,363,066	\$8,000
1980	\$8,400,000	\$7,821,779	\$118,200
1981	\$6,293,700	\$5,771,668	\$107,900
1982	\$6,275,000	\$6,236,537	\$108,600
1983	\$6,200,000	\$5,948,375	\$222,700
1984	\$6,500,000	\$6,302,485	\$280,900
1985	\$6,700,000	\$6,476,408	\$241,000
1986	\$7,100,000	\$6,847,170	\$209,200
1987	\$7,300,000	\$6,948,671	\$256,000
1988	\$7,424,000	\$7,087,056	\$301,400
1989	\$7,423,900	\$7,070,364	\$661,500
1990	\$7,239,500	\$6,757,680	\$604,900
1991	\$6,507,800	\$6,058,307	\$857,400
1992	\$5,664,999	\$5,519,269	\$1,320,600
1993	\$6,204,340	\$6,173,778	\$1,237,700
1994	\$6,000,000	\$5,815,355	\$1,591,100
1995	\$7,200,000	\$6,984,916	\$1,284,500
1996	\$8,900,000	\$8,583,919	\$716,200
1997	\$9,400,000	\$9,101,059	\$887,100
1998	\$9,000,000	\$8,649,438	\$1,237,900
1999	\$11,500,000	\$10,739,979	\$818,500
2000	\$12,000,000	\$11,435,192	\$861,800
2001	\$13,500,000	\$12,766,294	\$721,500
2002	\$12,385,600	\$12,156,256	\$1,147,000
2003	\$12,385,600	\$12,063,463	\$1,478,000
2004	\$13,866,731	\$13,298,815	\$1,130,000
2005	\$13,872,000	\$13,586,872	\$1,458,000
2006	\$13,300,000	\$13,051,369	\$1,684,000
2007	\$13,800,000	\$13,031,927	\$1,721,000
2008	\$12,300,000	\$12,022,656	\$2,517,000
2009	\$11,236,000	\$10,690,221	\$3,009,000
2010	\$11,300,000	\$10,916,730	\$2,826,825
2011	\$10,000,000	\$9,925,373	\$3,538,000
2012	\$9,000,000	\$8,895,950	\$3,532,000
2013	\$9,000,000	\$8,897,319	\$3,430,666
2014	\$9,300,000	\$9,124,889	\$3,066,044

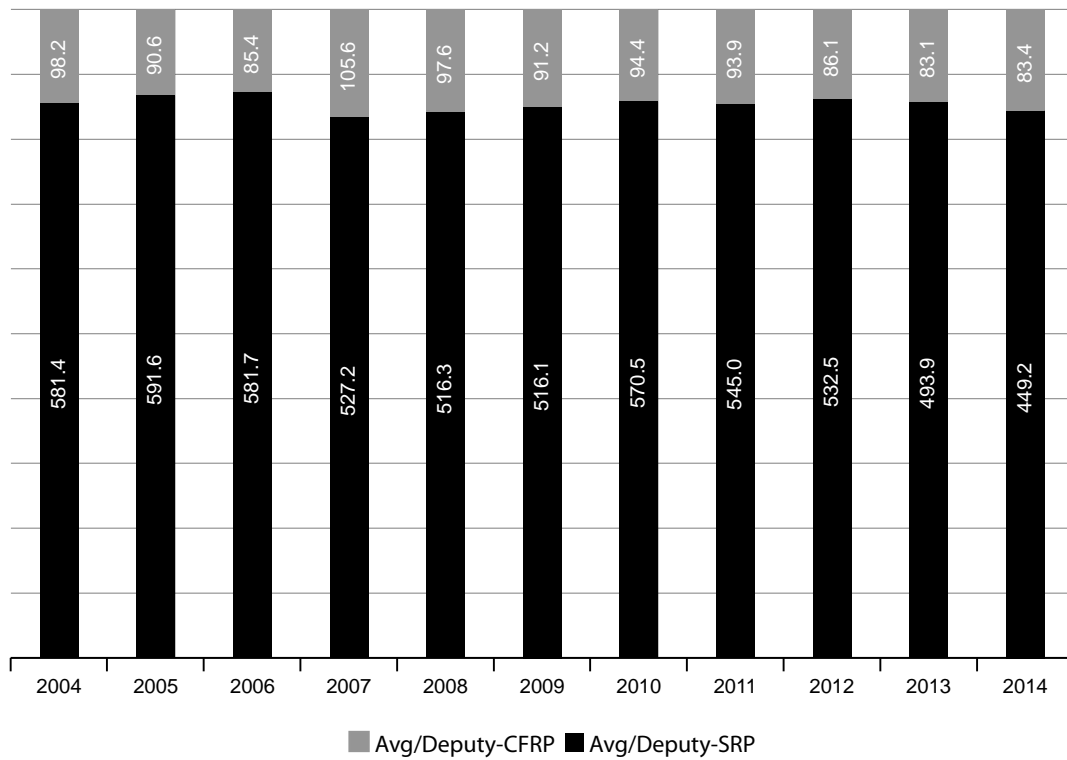


NUMBER OF SRP DEPUTIES
(Full-Time Equivalent)

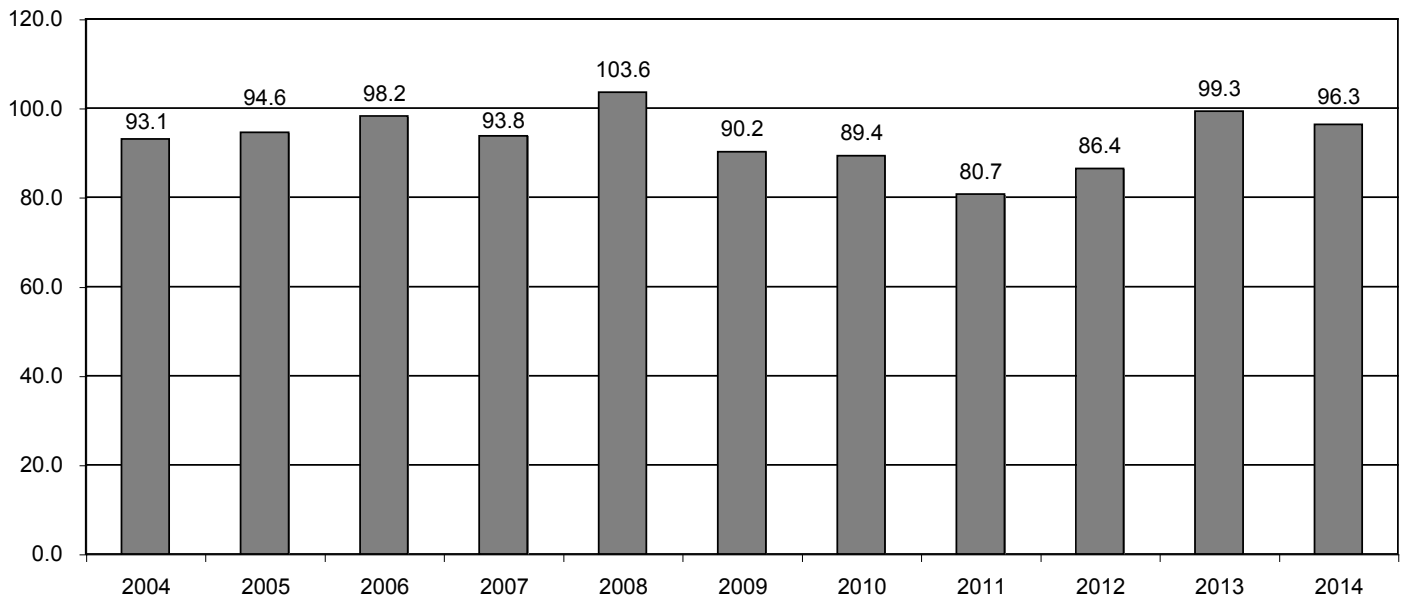


Rounded to the nearest tenth.

AVERAGE TRAFFIC CITATIONS PER DEPUTY—SRP AND CFRP

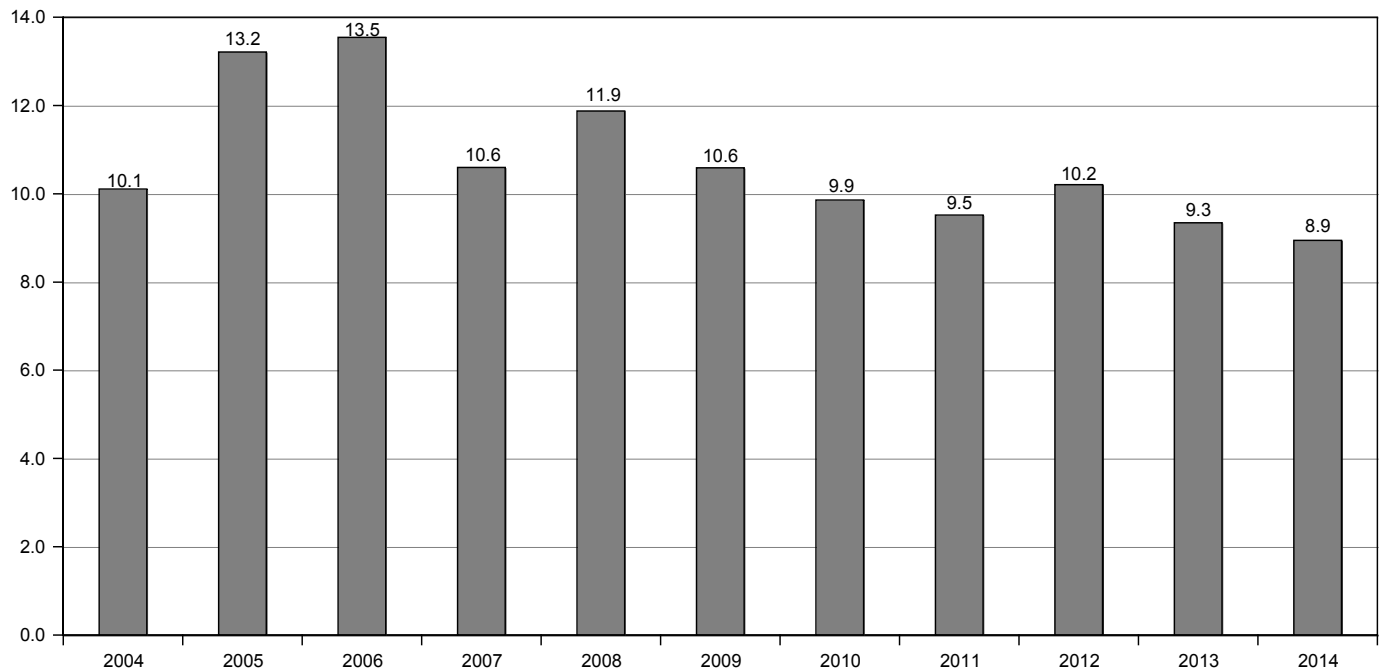


AVERAGE TRAFFIC CRASH INVESTIGATIONS PER SRP DEPUTY



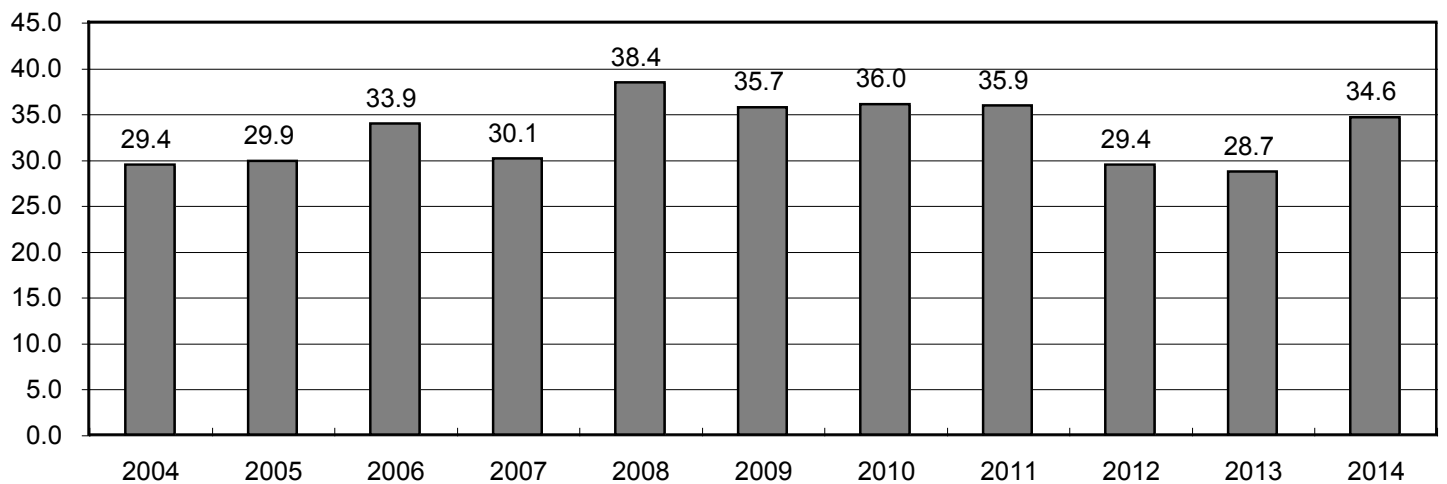
Rounded to the nearest tenth.

AVERAGE OWI ARRESTS PER SRP DEPUTY



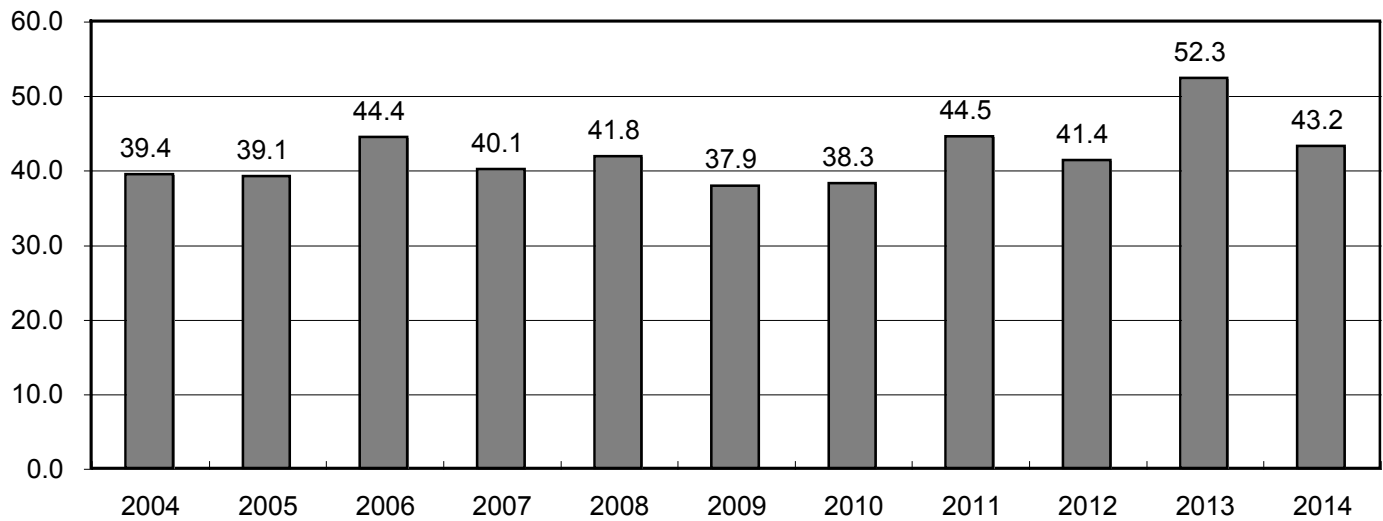
AVERAGE MOTORIST ASSISTS PER SRP DEPUTY

Average Motorist Assists per SRP Deputy

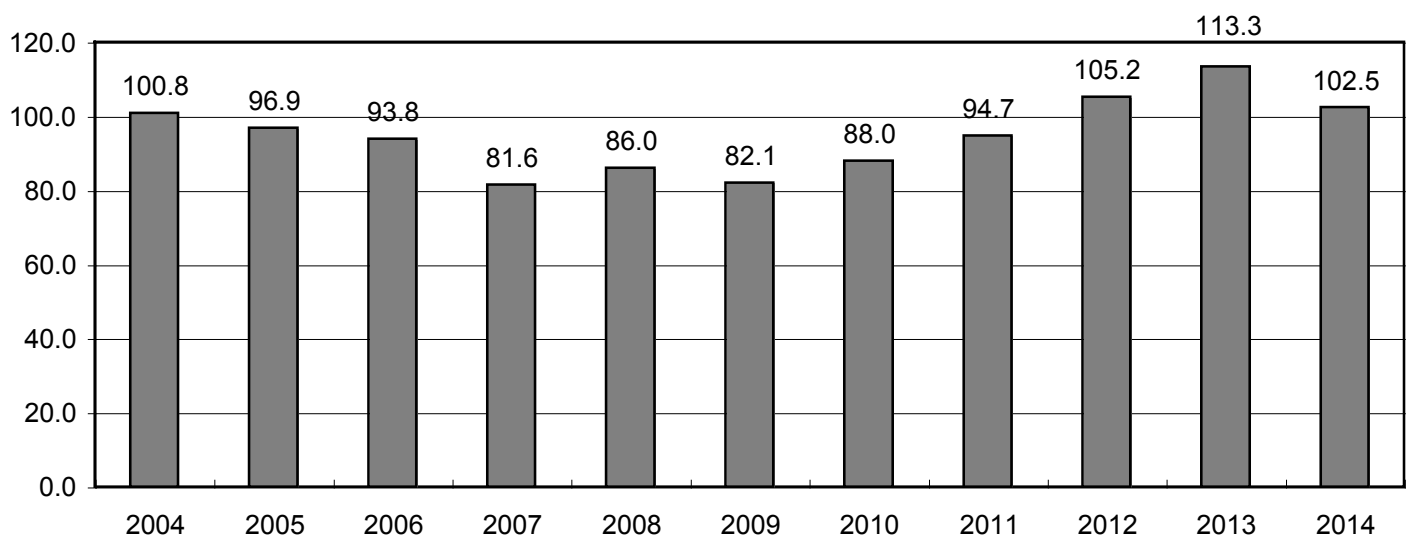


Rounded to the nearest tenth.

AVERAGE CRIMINAL ARRESTS PER SRP DEPUTY

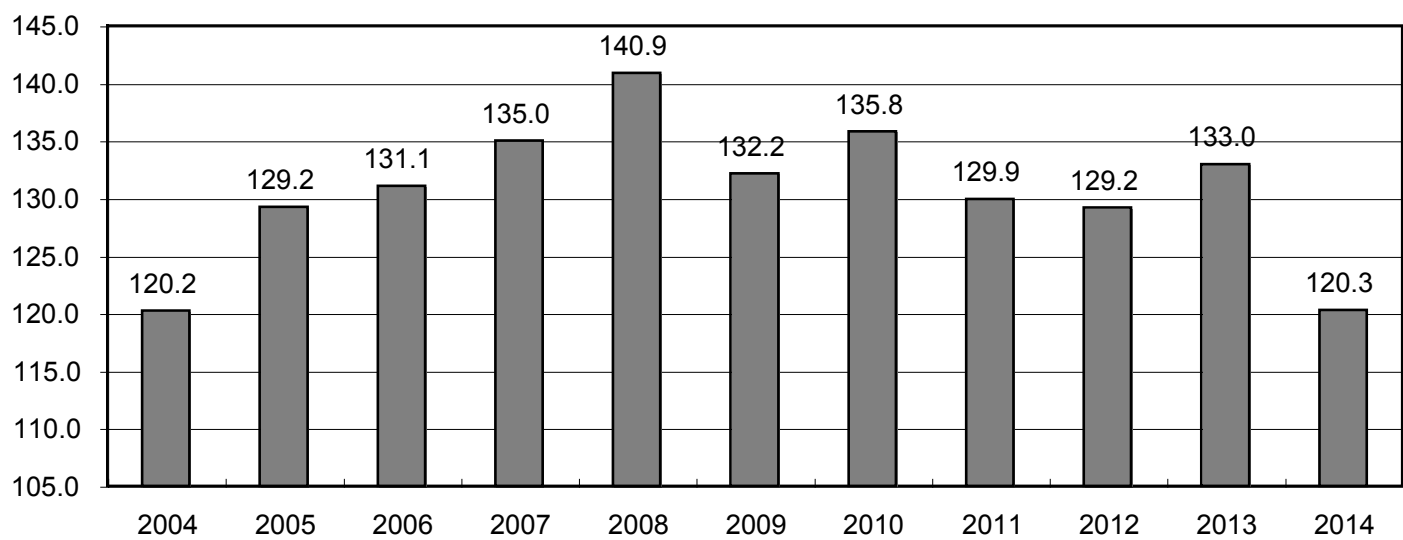


AVERAGE CRIMINAL REPORTS PER SRP DEPUTY



Rounded to the nearest tenth.

AVERAGE LAW ENFORCEMENT ASSISTS PER SRP DEPUTY



Rounded to the nearest tenth.

2013-2014 MICHIGAN TRAFFIC CRASH FACTS

- Michigan experienced an 8 percent decrease in traffic fatalities, a ½ percent increase in injuries, and a 3 percent increase in crashes.
- Persons sustaining A-level injuries (the most serious) decreased 7 percent.

	2013	2014	Percent Change
GENERAL DATA			
Total crashes	289,061	298,699	3%
Fatal crashes	881	806	-9%
Personal injury crashes	51,949	52,523	1%
Total injuries	71,031	71,378	.5%
Total fatalities	951	876	-8%
Property damage crashes	236,231	245,370	4%
Total A injuries (incapacitating)	5,283	4,909	-7%
Percent of restraint use in fatalities*	53.30%	50.70%	-5%
Registered vehicles (millions)	8.11	8.19	1%
Population (millions)	9.88	9.9	0.2%
ALCOHOL- AND/OR DRUG-INVOLVED			
Alcohol-involved crashes	9,828	9,396	-4%
Alcohol-involved fatal crashes	257	222	-14%
Alcohol-involved fatalities	284	236	-17%
Drug-involved crashes	2,002	1,944	-3%
Drug-involved fatal crashes	142	131	-8%
Drug-involved fatalities	165	150	-9%
Alcohol- and/or drug-involved fatal crashes	316	291	-8%
Percent of alcohol and/or drug-involved fatal crashes to total fatal crashes	35.90%	36.10%	1%
Alcohol- and/or drug-involved fatalities	354	319	-10%
Percent of alcohol- and/or drug-involved fatalities to total fatalities	37.20%	36.40%	-2%
OUIL arrests	35,823	35,060	-2%
TEENS (13-19)**			
Teen-involved crashes	60,420	59,648	-1%
Teen-involved fatal crashes	225	204	-9%
Teen fatalities	69	80	16%

*Restraint use by deceased occupants of motor vehicles equipped with safety belts.

**Represents any teen (13-19) that was involved in the crash (MV, P, B, E, Psgr).



**2014
Secondary Road Patrol
Summary from
Semi-Annual Reports**

2014 SRP SUMMARY FROM SEMI-ANNUAL REPORTS

	Average Sworn Officers	Average CFRP Officers	Average SRP Officers	Total Miles by SRP Officers	Total Miles by CFRP Officers	Total Stops by SRP Officers	Total Stops by CFRP Officers
ALCONA	10	9	1	24,910	186,042	217	1,137
ALGER	9	0	1	13,098	0	72	0
ALLEGAN	51	39	3	74,864	688,243	2,219	13,501
ALPENA	17	11	1	13,386	144,864	312	771
ANTRIM	20	14	1	19,403	207,908	262	1,569
ARENAC	15.5	6.5	1	17,023	120,427	687	3,687
BARAGA	5	4	1	11,672	31,048	112	102
BARRY	30	13	1	26,962	255,416	588	1,047
BAY	34	31	3	57,373	391,251	4,660	6,882
BENZIE	13	11	1	14,670	125,196	330	1,445
BERRIEN	130	68	2	39,021	615,865	847	6,722
BRANCH	14	8	1	19,971	211,638	1,115	282
CALHOUN	91	38	2	38,369	229,874	2,379	3,897
CASS	21	18	2	36,107	292,916	999	792
CHARLEVOIX	19	18	1	33,264	345,562	450	1,081
CHEBOYGAN	38	12	1	25,310	212,659	284	2,325
CHIPPEWA	24	14	2	54,028	261,238	1,317	336
CLARE	32	16	1	33,729	280,145	1,095	1,519
CLINTON	21	16	1	39,919	426,649	1,704	14,525
CRAWFORD	21	13	1	32,721	137,114	317	1,714
DELTA	16	14	2	47,127	141,289	894	1,038
DICKINSON	19.5	6	2	53,892	77,722	712	295
EATON	75	73	2	31,077	205,063	921	2,888
EMMET	24	15	1	16,530	245,144	1,517	4,103
GENESEE	239	116.5	2.75	51,047	250,188	1,056	3,904
GLADWIN	14.5	8.5	1	22,612	157,223	377	1,529
GOGEBIC	22	14	1	12,544	126,790	154	1,227
GRAND TRAVERSE	66	51	1	23,287	620,678	555	12,298
GRATIOT	27	16	2	57,669	500,384	1,654	9,665
HILLSDALE	38	22	1	13,074	83,116	405	1,292
HOUGHTON	16	14	2	38,354	124,308	294	923
HURON	32	13	2	27,478	375,381	387	2,561
INGHAM	93	37	4	73,367	512,366	2,917	8,635
IONIA	22	18.2	0.8	19,868	212,437	675	2,937
IOSCO	6.5	2	0.5	34,792	29,055	1,216	157
IRON	10	6	1	38,029	34,587	391	146
ISABELLA	14	12	2	28,953	262,421	549	361
JACKSON	52	46	2	31,443	596,368	2,671	10,922
KALAMAZOO	162	38	2	31,829	415,299	1,454	3,305
KALKASKA	18	9	1	18,486	231,150	392	720
KENT	224	156.25	3	69,284	1,448,697	1,202	17,032
KEWEENAW	5	4.5	0.5	23,403	56,690	169	272

	Average Sworn Officers	Average CFRP Officers	Average SRP Officers	Total Miles by SRP Officers	Total Miles by CFRP Officers	Total Stops by SRP Officers	Total Stops by CFRP Officers
LAKE	14	10	1	17,334	206,983	344	1,279
LAPEER	79	20	2	43,073	641,761	2,074	10,644
LEELANAU	18	13	1	32,118	356,182	426	1,740
LENAWEE	42	26	1	16,038	551,856	1,119	3,667
LIVINGSTON	58	33	2	35,228	594,465	1,576	6,540
LUCE	4	2	1	2,970	26,971	126	724
MACKINAC	12.75	7	0.5	28,421	211,641	470	1,242
MACOMB	241	145	4	38,730	600,000	2,971	15,990
MANISTEE	16	9	1	36,732	103,625	1,132	477
MARQUETTE	23	11	2	48,585	165,897	775	620
MASON	20	19	1	25,786	152,000	315	3,033
MECOSTA	23	16	1	20,785	394,108	887	4,829
MENOMINEE	11	9	1	34,392	278,257	242	1,419
MIDLAND	33	20	1.5	33,249	394,846	1,687	4,414
MISSAUKEE	9	7	1	23,393	145,008	341	1,540
MONROE	69.5	47.5	2	47,725	217,532	574	1,988
MONTCALM	26.5	17.5	1	26,724	332,553	918	1,537
MONTMORENCY	12	11	1	17,548	175,735	217	2,233
MUSKEGON	67.75	23.75	2	45,647	679,012	187	2,370
NEWAYGO	28	16	1	33,662	429,367	466	3,438
OAKLAND	651	280	5.5	110,870	**	3,055	**
OCEANA	21	13	2	51,096	231,017	837	1,778
OGEMAW	16.5	12	1	16,629	106,381	659	8,925
ONTONAGON	7	6	1	16,880	66,969	9	203
OSCEOLA	19	10	1	19,056	194,676	133	1,696
OSCODA	10	9	1	11,094	127,992	198	603
OTSEGO	12	6	1	15,251	75,146	208	423
OTTAWA	134.25	61	3	61,121	760,996	2,776	30,371
PRESQUE ISLE	12	9	1	26,592	133,171	398	591
ROSCOMMON	24	16	1	26,931	217,914	684	1,917
SAGINAW	55	34	2	44,276	470,905	977	4,760
SANILAC	28.25	15	1	28,710	393,540	546	3,610
SCHOOLCRAFT	2.00	0.00	2	17,825	N/A	91	N/A
SHIAWASSEE	41	16	1	27,869	262,329	1,043	2,717
ST. CLAIR	61.5	41	1	32,401	N/A	1,224	N/A
ST. JOSEPH	24	19	2	47,352	193,200	1,437	3,613
TUSCOLA	26.25	13.75	1	21,137	155,547	860	2,424
VAN BUREN	52	12	2	42,233	354,068	2,369	2,259
WASHTENAW	153	12	1.58	46,265	58,524	608	339
WAYNE	674.75	31	9	106,739	78,664	9,408	2,721
WEXFORD	23	19	1	24,124	Not Reported	198	Not Reported
TOTALS	4,666.0	2,149.0	133.6	2,792,536	22,409,249	85,093	288,218

2014 SRP SUMMARY FROM SEMI-ANNUAL REPORTS

	Total Verbal Warnings by SRP Officers	Total Verbal Warnings by CFRP Officers	Total Citations by SRP Officers	Total Citations by CFRP Officers	Total Citations in County Parks	Non-Traffic Arrests in County Parks	Calls for Assistance in County Parks
ALCONA	100	855	161	483	0	0	0
ALGER	42	0	34	0	0	0	0
ALLEGAN	1,391	10,596	1,165	5,358	0	0	0
ALPENA	244	608	68	163	0	0	0
ANTRIM	199	1,549	159	544	1	1	1
ARENAC	435	1,903	311	2,332	0	0	0
BARAGA	93	139	13	10	0	0	0
BARRY	332	981	289	425	0	0	0
BAY	1,679	4,855	3,184	2,027	0	0	0
BENZIE	239	1,085	91	360	0	0	9
BERRIEN	319	5,640	815	3,042	0	0	0
BRANCH	24	0	1,260	90	0	0	0
CALHOUN	566	650	2,048	4,004	0	0	0
CASS	316	679	1,190	273	0	0	0
CHARLEVOIX	272	847	194	230	0	0	0
CHEBOYGAN	139	1,822	160	752	0	0	0
CHIPPEWA	1,057	296	483	118	0	0	0
CLARE	578	972	517	519	0	0	0
CLINTON	813	5,087	884	9,427	0	0	5
CRAWFORD	201	1,028	261	926	0	0	0
DELTA	682	944	275	270	0	0	0
DICKINSON	547	153	201	130	0	0	7
EATON	630	2,065	291	823	0	0	0
EMMET	1,392	3,856	134	247	0	0	0
GENESEE	892	3,812	338	661	0	0	3
GLADWIN	304	1,074	267	792	0	0	0
GOGEBIC	64	258	38	207	0	0	0
GRAND TRAVERSE	450	7,577	577	4,500	0	0	0
GRATIOT	523	7,150	1,364	4,025	0	0	0
HILLSDALE	91	573	334	1,051	0	0	8
HOUGHTON	240	711	54	212	0	0	0
HURON	452	4,427	148	508	0	0	0
INGHAM	1,139	6,903	1,109	2,231	17	0	3
IONIA	403	2,264	359	1,048	0	0	0
IOSCO	1,072	99	174	54	0	0	0
IRON	308	99	129	105	0	0	0
ISABELLA	355	165	231	196	0	0	0
JACKSON	402	4,177	3,366	4,792	0	0	0
KALAMAZOO	720	2,406	690	2,311	0	0	0
KALKASKA	237	124	383	850	0	0	0
KENT	375	13,964	1,088	6,145	0	0	0
KEWEENAW	147	235	22	37	0	0	27

	Total Verbal Warnings by SRP Officers	Total Verbal Warnings by CFRP Officers	Total Citations by SRP Officers	Total Citations by CFRP Officers	Total Citations in County Parks	Non-Traffic Arrests in County Parks	Calls for Assistance in County Parks
LAKE	183	747	217	653	0	0	0
LAPEER	1,525	7,574	475	1,485	0	0	0
LEELANAU	450	1,558	174	499	0	0	0
LENAWEE	82	2,525	1,174	1,552	0	0	0
LIVINGSTON	226	2,999	1,460	3,541	0	0	0
LUCE	125	784	19	126	0	0	0
MACKINAC	334	871	260	593	0	0	0
MACOMB	864	592	3,675	17,831	0	1	0
MANISTEE	976	372	240	132	0	0	0
MARQUETTE	455	509	553	254	0	0	0
MASON	265	2,184	152	849	0	0	0
MECOSTA	516	3,568	662	1,911	2	0	0
MENOMINEE	172	1,319	90	497	0	0	0
MIDLAND	375	2,315	299	2,099	0	0	1
MISSAUKEE	256	1,306	73	380	0	0	0
MONROE	199	0	809	3,780	0	0	0
MONTCALM	285	1,067	918	629	0	0	0
MONTMORENCY	112	1,895	92	396	0	0	0
MUSKEGON	72	1,733	201	1,018	0	0	0
NEWAYGO	375	2,691	91	957	0	0	0
OAKLAND	770	3,439	4,343	35,863	0	0	0
OCEANA	531	1,446	333	332	0	0	0
OGEMAW	340	1,659	506	8,939	0	0	0
ONTONAGON	9	179	4	53	0	0	4
OSCEOLA	124	1,584	39	752	0	0	0
OSCODA	140	435	75	108	0	0	0
OTSEGO	114	229	125	230	0	0	0
OTTAWA	450	15,689	2,632	20,586	5	0	3
PRESQUE ISLE	311	435	101	152	0	1	3
ROSCOMMON	459	1,914	308	606	0	0	0
SAGINAW	629	3,638	580	2,101	0	0	0
SANILAC	329	2,943	289	931	0	0	0
SCHOOLCRAFT	45	0	80	0	0	0	0
SHIAWASSEE	230	1,701	842	1,633	0	0	0
ST. CLAIR	619	0	774	0	0	0	0
ST. JOSEPH	317	1,425	1,121	2,184	0	0	0
TUSCOLA	469	1,323	424	782	0	0	0
VAN BUREN	2,195	2,214	1,132	608	0	0	0
WASHTENAW	149	164	459	175	1	0	54
WAYNE	2,147	1,262	9,225	1,758	1982	176	50
WEXFORD	114	Not Reported	129	Not Reported	0	0	2
TOTALS	38,802	180,916	60,014	179,253	2008	179	180

2014 SRP SUMMARY FROM SEMI-ANNUAL REPORTS

	Crashes on Trunk Lines	Crashes on Secondary Roads	Crashes in Villages or Cities	Fatal Crashes on Trunk Lines	Fatal Crashes on Secondary Roads	Fatal Crashes in Villages or Cities	OWI Arrests Involving Alcohol	OWI Arrests Involving Drugs	Total Open Container Arrests
ALCONA	49	65	0	0	0	0	4	0	0
ALGER	4	3	0	0	1	0	2	0	0
ALLEGAN	47	80	3	0	0	0	85	15	15
ALPENA	7	15	1	0	0	0	9	2	3
ANTRIM	34	28	0	1	0	0	9	3	6
ARENAC	22	42	6	0	0	0	2	0	2
BARAGA	14	20	2	0	0	0	4	0	2
BARRY	21	38	0	1	6	0	27	1	1
BAY	81	204	1	0	2	5	10	2	1
BENZIE	32	31	3	0	0	0	11	1	3
BERRIEN	421	1,243	5	2	7	0	188	17	250
BRANCH	5	47	0	0	0	0	1	0	0
CALHOUN	13	200	15	1	1	0	1	1	0
CASS	20	256	0	3	1	0	11	2	1
CHARLEVOIX	36	72	0	0	0	0	3	0	2
CHEBOYGAN	30	38	1	0	0	0	4	0	1
CHIPPEWA	32	51	0	0	0	0	41	20	32
CLARE	28	41	1	0	0	0	9	2	4
CLINTON	70	155	12	0	0	0	29	5	13
CRAWFORD	67	55	2	1	0	0	11	1	6
DELTA	34	36	0	0	0	0	17	4	3
DICKINSON	53	46	0	0	0	0	6	0	0
EATON	24	175	2	0	0	0	5	0	1
EMMET	25	139	2	0	0	0	5	1	2
GENESEE	8	14	4	1	2	0	1	0	0
GLADWIN	40	49	0	0	0	0	4	3	2
GOGEBIC	30	45	28	0	0	1	13	0	1
GRAND TRAVERSE	80	193	1	1	1	0	13	3	3
GRATIOT	52	100	1	0	1	0	2	1	1
HILLSDALE	214	117	13	0	0	0	4	0	1
HOUGHTON	23	18	1	0	0	0	10	0	2
HURON	116	130	8	0	6	0	9	3	0
INGHAM	158	262	12	2	5	0	39	15	4
IONIA	19	66	3	0	1	0	5	0	0
IOSCO	0	17	0	0	0	0	0	0	0
IRON	36	30	4	0	0	0	7	0	0
ISABELLA	31	64	11	0	0	0	3	0	0
JACKSON	17	306	0	1	3	0	1	0	0
KALAMAZOO	14	215	0	3	7	1	32	2	2
KALKASKA	34	50	5	0	0	0	7	3	1
KENT	21	98	0	2	12	0	13	0	2
KEWEENAW	7	4	1	0	0	0	5	0	0

	Crashes on Trunk Lines	Crashes on Secondary Roads	Crashes in Villages or Cities	Fatal Crashes on Trunk Lines	Fatal Crashes on Secondary Roads	Fatal Crashes in Villages or Cities	OWI Arrests Involving Alcohol	OWI Arrests Involving Drugs	Total Open Container Arrests
LAKE	10	62	4	0	1	0	2	2	2
LAPEER	6	116	0	0	1	0	9	7	9
LEELANAU	22	84	1	0	0	0	4	3	0
LENAWEE	25	68	1	0	0	0	14	3	7
LIVINGSTON	198	236	2	4	6	1	6	9	0
LUCE	3	3	0	0	0	0	0	0	0
MACKINAC	15	12	0	0	0	0	1	0	0
MACOMB	112	366	14	1	2	1	30	8	5
MANISTEE	0	143	0	0	0	0	13	5	6
MARQUETTE	25	47	0	0	0	0	13	0	2
MASON	48	83	4	0	0	0	3	0	1
MECOSTA	23	70	1	0	0	0	2	0	0
MENOMINEE	7	11	0	0	0	0	16	0	7
MIDLAND	71	426	18	0	1	0	13	2	0
MISSAUKEE	25	44	8	0	0	0	5	3	3
MONROE	22	73	1	12	14	0	3	2	0
MONTCALM	19	87	6	0	0	0	0	0	1
MONTMORENCY	6	39	1	0	0	0	0	0	0
MUSKEGON	64	124	0	1	1	0	2	0	0
NEWAYGO	41	89	0	0	1	0	9	6	2
OAKLAND	4	14	16	3	5	10	43	22	7
OCEANA	15	84	7	1	0	0	48	3	20
OGEMAW	17	20	1	0	1	0	4	0	3
ONTONAGON	18	7	6	0	0	0	0	0	0
OSCEOLA	30	75	2	0	1	0	2	0	0
OSCODA	20	33	0	0	0	0	0	0	0
OTSEGO	19	33	0	0	0	0	2	0	0
OTTAWA	52	371	6	8	10	1	1	0	1
PRESQUE ISLE	21	66	6	0	0	0	1	0	0
ROSCOMMON	7	13	2	0	1	0	0	0	0
SAGINAW	27	178	5	0	0	0	1	1	3
SANILAC	56	141	2	6	2	0	6	3	3
SCHOOLCRAFT	1	11	0	0	0	0	1	0	0
SHIAWASSEE	27	130	2	0	0	0	1	1	0
ST. CLAIR	17	140	0	0	2	0	0	0	0
ST. JOSEPH	176	228	3	1	0	0	8	2	6
TUSCOLA	31	47	0	0	0	0	1	0	0
VAN BUREN	39	109	7	0	3	0	46	4	37
WASHTENAW	0	282	0	0	16	0	11	3	0
WAYNE	0	104	19	0	0	0	16	0	3
WEXFORD	19	39	2	0	0	0	0	0	0
TOTALS	3,407	9,166	295	56	124	20	999	196	495

2014 SRP SUMMARY FROM SEMI-ANNUAL REPORTS

	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments	Community Safety Training Sessions	Number of Citizens Attending Safety Sessions
ALCONA	125	42	2	493	22	0	0
ALGER	87	22	19	24	48	0	0
ALLEGAN	1,091	270	108	298	124	120	2,090
ALPENA	32	49	25	58	102	0	0
ANTRIM	176	19	5	42	32	9	12
ARENAC	28	28	20	76	11	0	0
BARAGA	43	29	5	38	28	0	0
BARRY	193	45	14	148	101	0	0
BAY	897	196	22	54	3	0	0
BENZIE	77	83	4	44	29	2	15
BERRIEN	8	5	853	0	2,835	0	0
BRANCH	11	8	11	20	21	4	650
CALHOUN	244	260	23	43	8	0	0
CASS	293	59	93	154	93	9	394
CHARLEVOIX	46	29	16	428	47	0	0
CHEBOYGAN	63	58	100	61	51	0	0
CHIPPEWA	279	196	39	114	171	0	0
CLARE	172	80	67	257	54	0	0
CLINTON	165	105	95	170	100	7	145
CRAWFORD	345	83	97	123	94	0	0
DELTA	18	67	25	45	39	0	0
DICKINSON	97	87	29	25	107	0	0
EATON	171	56	17	115	34	0	0
EMMET	0	67	20	203	46	0	0
GENESEE	13	63	25	177	278	12	620
GLADWIN	21	7	0	42	9	8	120
GOGEBIC	98	17	58	179	90	2	70
GRAND TRAVERSE	153	105	117	85	18	20	1,982
GRATIOT	610	66	2	0	0	0	0
HILLSDALE	28	20	51	26	19	7	132
HOUGHTON	123	40	47	53	71	0	0
HURON	101	36	41	64	80	0	0
INGHAM	218	141	125	431	117	2	6
IONIA	39	10	11	55	44	3	370
IOSCO	74	13	36	3	39	0	0
IRON	81	38	32	283	104	1	12
ISABELLA	53	0	53	73	55	0	0
JACKSON	65	19	66	131	94	3	45
KALAMAZOO	138	100	105	415	75	0	0
KALKASKA	161	64	23	90	59	0	0
KENT	26	31	65	229	46	6	242
KEWEENAW	32	31	13	0	4	0	0
LAKE	228	68	18	12	3	0	0

	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments	Community Safety Training Sessions	Number of Citizens Attending Safety Sessions
LAPEER	178	329	100	137	49	0	0
LEELANAU	1	1	14	7	8	0	0
LENAWEE	53	49	10	20	13	0	0
LIVINGSTON	225	73	209	105	27	18	1,215
LUCE	13	3	2	0	4	1	35
MACKINAC	21	11	22	21	39	0	0
MACOMB	200	235	259	479	122	56	622
MANISTEE	309	28	22	14	5	9	130
MARQUETTE	217	28	54	45	118	5	221
MASON	317	50	52	674	10	0	0
MECOSTA	8	52	40	44	12	3	12
MENOMINEE	89	128	16	55	46	0	0
MIDLAND	101	38	57	492	47	45	2,327
MISSAUKEE	50	36	6	6	1	0	0
MONROE	39	14	24	17	5	4	85
MONTCALM	50	33	51	83	0	1	20
MONTMORENCY	89	24	12	2	1	0	0
MUSKEGON	24	2	46	84	32	15	1,153
NEWAYGO	409	46	1	1	12	0	0
OAKLAND	49	59	87	239	72	10	645
OCEANA	524	258	75	142	54	0	0
OGEMAW	105	80	26	26	27	0	0
ONTONAGON	42	1	0	5	4	0	0
OSCEOLA	137	14	14	57	0	0	0
OSCODA	67	19	20	0	17	0	0
OTSEGO	241	55	9	61	104	0	0
OTTAWA	191	83	236	0	5	43	3,305
PRESQUE ISLE	102	27	8	130	36	0	0
ROSCOMMON	73	60	19	60	42	0	0
SAGINAW	45	109	35	85	103	2	22
SANILAC	123	79	49	94	35	2	46
SCHOOLCRAFT	0	0	16	0	34	0	0
SHIAWASSEE	1	1	3	79	7	8	100
ST. CLAIR	39	33	97	86	26	0	0
ST. JOSEPH	1,130	158	44	92	80	0	0
TUSCOLA	0	0	4	36	14	0	0
VAN BUREN	285	512	43	190	100	35	875
WASHTENAW	46	27	111	18	28	17	670
WAYNE	1,063	166	89	78	58	0	0
WEXFORD	114	36	41	79	43	0	0
TOTALS	13,693	5,769	4,620	9,224	6,845	489	18,388





